

## IN THE CLAIMS

1. (previously presented) Moulding element for motor vehicle bodies comprising:

a main section bar (2) of elongated conformation;

attachment means (6) operatively associated to the main section bar (2) and destined to engage a corresponding securing area (5a) of a body (5) of a motor vehicle, said attachment means (6) including:

a continuous support support element (7) engaged to the main section bar (2), said support element (7) presenting a pre-set number of attachment seats (11) located at a pre-set mutual distance for engagement with the corresponding projections carried by said securing area (5a);

a longitudinal seat (8) on the main section bar (2) for receiving said continuous support element (7), the longitudinal seat (8) presenting in cross-section a longitudinal opening (10) to allow access to said attachment seats (11) and undercuts (12) acting in opposition on the corresponding bearing portion (13) of the continuous support element (7), wherein said undercuts (12) of the main section bar (2) are capable of preventing extraction of the attachment means (6) through the longitudinal opening, said main section bar (2) and said continuous support element (7) not being made in resilient material; and a flexible seal lip (4) extending longitudinally along substantially the entire development of the moulding element itself and presenting a base portion (4a) engaged on the main section bar.

2. (Previously presented) Moulding element according to claim 1, characterized in that:

said longitudinal seat (8) is substantially corresponding to said continuous support element (7), the continuous support element (7) being inserted in the corresponding longitudinal seat (8); and in that in a first operative condition of the moulding element (1), where the continuous support element (7) is separated from the body (5), the continuous support element (7) is exclusively and

directly engaged only the main section bar (2) and, in the second operative condition of the moulding element (1) where the moulding element (1) is fully assembled and mounted on the body (5), the continuous support element is directly and exclusively attached to the main section bar (2) and to the projections (9) carried by said securing area (5a); and in that no other attachment means are associated to the continuous support element (7) for directly attaching the same to the body (5).

3. (Previously presented) Moulding element according to claim 2, characterised in that said longitudinal seat (8) presents, in cross section, a longitudinal opening (10) to allow an access to the attachment seats (11) of the continuous element (7), and at least an undercut (12), set to act in opposition on a corresponding bearing portion (13) of the continuous support element (7) to prevent the extraction of the attachment means (6) through said longitudinal opening.

4. (Previously presented) Moulding element according to claim 2, characterised in that said longitudinal seat (8) presents, in correspondence with at least one end, and insertion opening (8a) to receive said continuous support element.

5. (Previously presented) Moulding element according to claim 1, comprising axial locking means (14) operatively interposed between said section bar (2) and said attachment means (6).

6. (Previously presented) Moulding element according to claim 1, comprising a finish coating (3) associated to an outer side (2a) of the main section bar, said finish coating (3) being associated to the main section bar by means of injection moulding.

7. Cancelled.

8. (Previously presented) Moulding element according to claim 1, characterized in that said main section bar comprises a stiffening metal core.

9. (Previously presented) Moulding element according to claim 4, characterized in that the main section bar (2) presents a substantially “C” shaped cross section defining within its own interior the longitudinal seat (8), said seat comprising two undercuts (12), set to act in opposition on corresponding bearing portions (13) of the continuous support element (7) to prevent the extraction of the attachment means (6) through the longitudinal opening.

10. (Presently amended) Moulding element according to claim 1, characterized in that the continuous support element (7) presents a pre-set number of attachment seats (11) delimited at least in one side of the continuous element (7) destined to face the body, by a peripheral lip defining closed line.

11. (Previously presented) Moulding element according to claim 10, characterized in that the peripheral lip delimiting the attachment seat (11) defines at least an area (11a) for the insertion of fastening projections (9) and at least an area (11b) for blocking the fastening projections (9) in an axial direction of motion of the moulding element away from the body, the fastening projections (9) of the body comprising a head and a connecting stem between the head and the body, said head presenting a radial dimension greater than the radial dimension of the stem.

12. (Previously presented) Moulding element according to claim 11, characterized in that in correspondence with the blocking area (11b), the peripheral lip presents a projecting portion (15) defining at least an undercut (16) set to act in opposition on a corresponding arrest portion of the head of the projection (9) to prevent separating motions between the moulding element (1) and the body (5) of the vehicle.

13. (Previously presented) Moulding element according to claim 1, characterized in that the continuous support element (7) presents a pre-set number of attachment seats (11) each delimited

at least in one side of the continuous element (7) destined to face the body, by a peripheral lip defining an open line connected to the subsequent and to the preceding seat.

14. (Previously presented) Moulding element according to claim 13, characterized in that the peripheral lip, delimiting the attachment seat (11) defines at least an area (11a) for the insertion of the fastening projections (9) and at least an area (11b) for blocking the fastening projections (9) in an axial direction of motion of the moulding element away from the body, the fastening projections (9) of the body comprising a head and a stem connecting the head and the body, said head presenting a radial dimension greater than the radial dimension of the stem.

15. (Previously presented) Moulding element according to claim 14, characterized in that, in correspondence with the blocking area (11b), the peripheral lip presents a projecting portion (15) defining at least an undercut (16) set to act in opposition on a corresponding arresting portion of the head of the projection (9) to prevent separating motions between the moulding element (1) and the body (5) of the vehicle.

16. (Presently Amended) Method for the manufacturing of a moulding element and for assembling the same to a motor vehicle body comprising the following ~~phases~~ steps:

- ~~realizing~~ providing a main section bar (2) of elongated conformation and provided with a longitudinal seat (8);
- ~~realizing~~ providing a continuous support element (7) of elongated conformation extending substantially over an entire longitudinal development of the main section bar (2) and presenting a pre-set number of attachment seats (11) positioned at a pre-set mutual distance;
- engaging the continuous support element (7) to the main section bar (2) prior to associating the moulding element (1) to the body (5) of a motor vehicle; and

- axially fastening the main section bar (2) and the support element (7) prior to associating the moulding element (1) to the body (5) of a motor vehicle,
- said engaging phase step of the continuous support element (7) to the main section bar (2) ~~being realized by~~ is a longitudinal sliding of the continuous support element (7) through the longitudinal seat (8).

17. Cancelled.

18. Cancelled.